

**THIRTY DOLLARS
PER ANNUM**

Intimations.

foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of

use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the

**LITTLE
BRITISH ARMY**

is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far; but it

GOES

without saying that, to remain strong, we must keep healthy. A person suffering from Indigestion, Biliousness, and general ill-health, often declares that life is

A---

burden, and he imagines nothing will set him right. Let him, however, purchase a box of **BEECHAM'S PILLS** and try them, and he will soon have cause to wonder why he suffered so

and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this

he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited,
SOLE AGENTS.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED

Auction.
BY ORDER OF THE MORTGAGEE.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

PUBLIC AUCTION.
M^R. GEO. P. LAMMERT has been
instructed to sell by
PUBLIC AUCTION,
ON

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.

THURSDAY, the 2nd day of November, 1899,
at 3 o'clock P.M.,
At his Offices, Duddell Street,
THE FOLLOWING VERY VALUABLE
PROPERTY,

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
BEST SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER,
SUPERINTENDENT.

LOT 1.—ENLAND LOT No. 297. Area
3,192 square feet. Term 999 years from the
25th of June, 1850. Crown Rent \$35.16. Nett
Rental per Annum \$455.68. Assessed Rental

ARCHIBALD RITCHIE,
 DODWELL & CO., LIMITED, General Managers.
PEAK HOTEL
 LOT 2.—INLAND LOT No. 517. Area
 2,795 square feet. Term 990 years from the
 21st of July, 1856. Crown Rent \$12. Nett
 Rental per Annum \$1,019.28. Assessed
 Rental \$700.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS.

1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
V.L.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.
Messrs. DEACON & HASTINGS,
Vendor's Solicitors,
35, Queen's Road,
Hongkong, 27th October 1899. [1322a]

OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899.

GEO. J. CASANOVA,
Manager. [28]

Entertainment.

THEATRE ROYAL

PHONOGRAPHS.
THE NEW HOME PHONOGRAPH

(GENUINE EDISON) WITH FITTINGS. -
PRICE \$60.
will give
TWO PERFORMANCES
of
Mr. A. W. PINER'S LAUGHABLE
FARCE
'THE MAGISTRATE.'
LANE, CRAWFORD & CO. 11986.


PETER SYS' WONDERFUL SPECIFIC.
 THE only remedy at present known as an **INFALLIBLE** and **PERMANENT CURE** for
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION
 of the **BOWELS.**

on
SATURDAY, the 4th November, 1899,
 and
MONDAY, the 6th November, 1899,
 Commencing
EACH EVENING

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
Dress Circle, \$3. Stalls, \$2. Pit, \$1.
Half-price to Pit for Soldiers, Sailors and
Police in Uniform.

24th October, 1898. [1242]
 UNION INSURANCE SOCIETY OF CANTON, LIMITED. **Masonic.**

NOTICE TO SHAREHOLDERS.


E. W. MITCHELL,
 Hon. Secretary.

DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the

EOTHEN MARK LODGE No. 264.
 A REGULAR MEETING

Late trains will run 4 hour after the fall of the curtain.
 Hongkong, 21st October, 1899. [1329a]

Capital of \$50 per Share, has been repaid.

WARRANTS will be issued on the 13th inst.

Order of the Board,
DOUGLAS JONES

Secretary,
 Hongkong, 12th October, 1899. [1299a]

TUITION IN DANCING.

ROYAL ANTIDELUVIAN ORDER
 OF BUFFALOES.

GRAND LODGE OF ENGLAND, LTD.

THE Undersigned AGENTS of the above
 Company are prepared to accept First-
 Class FOREIGN and CHINESE RISKS at
 CURRENT RATES.

SIEMSEN & Co.

A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Pupils are respectfully requested
to send their Applications Early in order that
Terms may be arranged.

A. HAHN
"LION AND ROSE" LODGE,
No. 1,360.
Hongkong, 28th May, 1895.

A REGULAR MEETING of the above
Lodge will be held in the LODGE ROOMS,
10, QUEEN'S ROAD CENTRAL, TO-MORROW.

To be Met.

No. 10, ICE HOUSE STREET.
 Hongkong, 21st October, 1899. [1330a]

the 31st instant, at 7.30 for 8 P.M. sharp.
 BUSINESS—Election, &c.
 Visiting Brothers are cordially invited to
 attend.
 Hongkong, 27th October, 1899. [1336a]

OFFICES TO LET.
 NO. 2A, ICE HOUSE STREET. Immediate
 Possession.
 Apply to
 W. DANN

BAROMETER, WATCH, AND CLOCK
MAKERS JEWELLERS, SILVER
SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
 Agents for J. L. L. Audemar, Watch-
 makers, 10, Rue de la Harpe, Paris.
ZETLAND LODGE,
 No. 525, E.C.
 Civil Engineer, 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492

and the highest Prices at every Exhibition;
 and for Voigtlander and Sohns
 CELEBRATED OPERA GLASSES,
 LENSES GLASSES and SPYGLASSES.
 Nos. 54 & 56, Queen's Road Central. [40

A REGULAR MEETING of the above
 LODGE will be held at the FREMA-
 SON'S HALL, Zetland Street, on WEDNESDAY,
 the 1st November, at 8.30 for 9 p.m. precisely
 Visiting Brethren are cordially invited to attend.
 Hongkong, 28th October, 1888. [1888

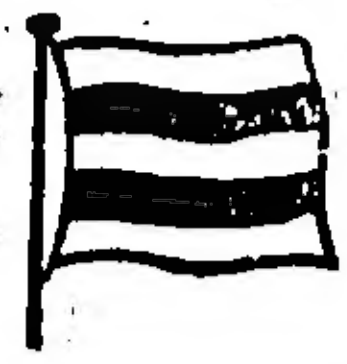
Queen's Road, Central, (about 1/2 No. 4,
 IMPERIAL BANK OF CHINA).
 Apply to
 Comptroller Office,
 E. C. HOCHAPPEL
 Hongkong

1935a Hong Kong, 23rd March, 1935. [308a]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 31st October, at Noon.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
IDZUMI MARU M. J. Cumow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

Cost Part Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

(1239)

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

(1247a)

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anaemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality.

Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

(1238)

CHEAP SALE

WITH
20% REDUCTION.

JAPANESE CURIOS,

Except

SILK PICTURES

AND

PHOTOS.

DURING 10 DAYS.

Commenced on from the 24th Oct.

D. NOMA,
No. 12, Beaconsfield Avenue,
Opposite the City Hall.

(1258a)

FRESH AUSTRALIAN BUTTER.

JUST LANDED a Fresh Consignment of
ROSE BUD BRAND, FRESH ROLLED
BUTTER, and to be had always at very
Moderate Price.

H. RUTTONJEE,
13 & 15, D'Agulair Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Food
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

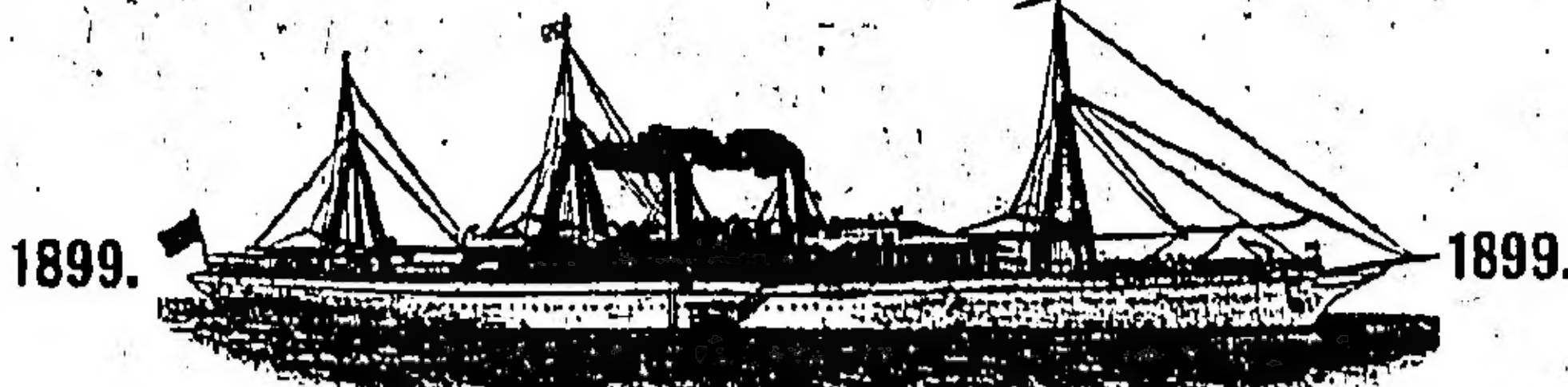
Sole Agents for China,

LUTGENS, EISMANN & Co.

Hongkong, 11th September, 1899.

(19)

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LEISURE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
at Noon.HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 9th Dec.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU,
ON TUESDAY, the 14th November, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

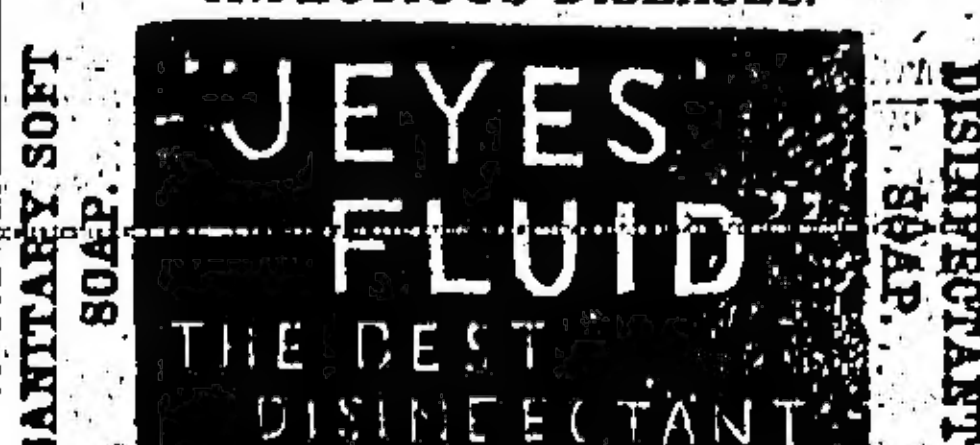
For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

(1210)

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897.

(11)

Mails.

NORDDEUTSCHER
LOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SUEVIA	MARSEILLES, HAVRE & HAMBURG	13th November	Freight.
*SIBIRIA	(LONDON with transhipment in HAMBURG)	About 19th	Freight and
Braun	HAVRE and HAMBURG	November	Passage.
BANDER	(LONDON with transhipment in HAMBURG)	About 28th	Freight
Mayer	HAVRE and HAMBURG	November	
*KONIGSBERG	(LONDON with transhipment in HAMBURG)	About 10th	Freight and
Christiansen	HAVRE and HAMBURG	December	Passage.
AMBRIA	(LONDON with transhipment in HAMBURG)	About 24th	Freight.
Burmeister	HAVRE and HAMBURG	December	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

981

CARLOWITZ & Co.

Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Carmarthenshire	2,929	about	Nov. 15
Strathgyle	1,523	about	Dec. 15
Carlisle City	3,002	about	Dec. 31

THE Steamship

"CARMARTHENSIRE,"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about WEDNESDAY,
the 15th November.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 27th October, 1899.

(1230)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe,
Yokohama & Hono-
lulu) Tuesday, 21st Nov.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"
will be despatched for SAN FRANCISCO,
via MOJI, KOBE, YOKOHAMA & HONO-
LULU, on TUESDAY, the 21st November, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1899.

(1230)

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPETHE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Celtic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 4th Nov.,
at Noon.

Gaule (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 30th Nov.,
at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-en-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899.

(12)

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE
AND YOKOHAMAPROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide 2,832 | F. McNair | Nov. 18
Saint Irene 3,877 | W. Attree | Dec. 9
Monmouthshire 2,874 | W. A. Evans | Dec. 23
City of Dublin 3,328 | J. R. Rae | Dec. 30
Breconshire 3,567 | G. E. Elliott | Jan. 13

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Aberdeen 3,777 | J. J. Murray | Nov. 11
Monmouthshire 2,874 | W. A. Evans | Dec. 23
Aberdeen 3,777 | J. J. Murray | Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line.
HONGKONG TO LONDON 247.
Excellent accommodation. First-class Ta-
bles, Doctor and Stewardess carried.

HONGKONG TO NEW YORK 241.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 228.
Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).

Parcels must be sent to our Office (with
address marked in full) 24 hours before the day
previous to sailing.

For further information apply to

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1899.

(1230)

TELEGRAMS.

The following telegrams are from the *Times of Ceylon*—

Short Shift for Disloyal Afrianders.

LONDON, October 13th.
Military Law will be proclaimed in Cape Colony in case the Afriander farmers threaten trouble.

Sir A. Milner will almost certainly dissolve the Cape Parliament and dismiss the Schreiner Ministry.

The Military Authorities here are far less anxious about the situation because—allowing for the censorship established over the news from Natal—the British chances are brighter than they were believed to be a week ago.

The Parliamentary Vote.

The Parliamentary Vote for the maintenance of the war, which will be a great supply by instalments, will certainly come to twenty millions. The money may be found by Treasury Bills, pending the preparation of the next Budget. Nearly half the amount has been spent already.

Correspondents have lately been complaining of the absence of a popular *caus belli*, declaring that a few murders would awaken the public enthusiasm better than any franchise palavers. The complaints are no longer felt, since the publication of President Kruger's insolently arrogant despatch.

Lord Rosebery's Historic Declaration.

Lord Rosebery demolishes his fellow-Liberals' opposition in a letter in which he declares the situation transcends party politics, in face of the Transvaal Ultimatum, and that the nation must close its ranks, sheding party controversy. Lord Rosebery says: "With out attempting to judge the policy which concluded the peace after Majuba Hill, I am bound to state my profound conviction that there is no conceivable Government in this country which could repeat it."

The Disposition of the Forces.—On the West.

The frontier forces are disposed thus—At Mafeking, which is threatened by the notorious Commandant Cronje, there is a Garrison of 1,200 Bechuanaland Police, under Colonels Baden-Powell and Plummer, behind strongly-entrenched stockades, with Artillery. At Kimberley there are 2,500 Volunteers, a half battalion of the Royal North Lancashire Regiment, and twenty field and machine guns. The Boer force in this quarter is put at 5,000. At the Orange River stations are the remainder of the North Lancashires, with Mounted Infantry from the Munster Fusiliers.

On the South.

On the Free State Southern Border—our weakest point—there are two battalions of Infantry, two companies of Artillery, and a company of Engineers.

In Northern Natal.

At Ladysmith and Glencairn there are now eight battalions of Infantry, six Field Batteries and a Mountain Battery, and four regiments of Cavalry.

The Transvaal has a force of 10,000 men stationed at Volksrust, and there are 2,000 Orange Free State Boers at the Bathas Pass, near Charlestown. Opposing this force are the Natal Carabineers and Patrols of the 18th Hussars.

At Lobatsi the British, who are only a small force, have fortified the kopjes overlooking the station. The Boers are a numerically superior force.

Latest News from Kimberley.

The State Commando is moving nearer Kimberley.

Cocobed commands the Free State Boers marching on the Modder river.

Night travelling by trains south of Kimberley is suspended.

An Indian transport in trouble.

LONDON, October 13th.
The transport *Wardha*, with the 9th Lancers on board, got into a cyclone between Durban and Cape Town, and lost 93 horses; but no human lives. The steamer had to put back to Durban, where the men and horses were transhipped to the *Nevada*, as the *Wardha* required repairs.

How the Armoured Train Was Derailed.

The destruction of the armoured train by the Boers, reported by Reuters' special correspondent, on the western frontier of the Transvaal, has been confirmed.

The Boers derailed the train, which was proceeding late last night towards Mafeking, with two 7-pounder guns on board. After bombarding the train with Artillery for half an hour, those on the train were made prisoners, except the driver, who is missing.

The affair took place at Kraaipen, a station forty miles south of Mafeking.

Britishers Ordered to leave the Free State at once.

Marxial-law has been proclaimed at Bloemfontein, and all Britishers have been ordered to leave the country immediately.

Free State Advance on Ladysmith.

Reuters' correspondent writing from Ladysmith, says that Free State forces are advancing through the Tentwa Pass, 35 miles distant, and that the British cavalry outposts have been reinforced.

LONDON, October 13th.
The *Times*' correspondent telegraphs that a reconnaissance pushed out from Ladysmith shows that the Inbahl (invading) force from the Free State numbers approximately 12,000 men.

News is expected to reach London hourly of an important engagement in the neighbourhood of Ladysmith as the Boers have debouched from the Passes in considerable strength.

Their forces include several batteries of Artillery and it is supposed that the presence of these guns may commit them to accepting battle in the open.

General Sir George White is believed to have moved out to attack them forthwith.

Death of Lord Farrer.

LONDON, October 12th.
The death is announced of Lord Farrer.

The Middle Park Plate.

LONDON, October 12th.
In the race for the Middle Park Plate, Lord Beresford's Democrat defeated the Prince of Wales's Diamond Jubilee.

The Oesawitch.

LONDON, October 12th.
The result of the Oesawitch was as follows—

Scintillane 1000
Ercildoune 1000
Mitchem 1000

The Queens of Holland and the Kaiser.

LONDON, October 11th.
Queen Wilhelmina of Holland, and her mother, Queen Emma, have just completed a visit to the Emperor William at Potsdam, where they met with a most cordial reception.

The New Military Secretary to the Viceroy.

LONDON, October 11th.
It is understood here that Captain the Hon. E. Baring will succeed Lieut.-Col. Sandbach as Military Secretary to the Viceroy.

Terrible Explosion in an Indian Coal-Mine.

CALCUTTA, October 8th.
A serious explosion occurred yesterday in one of the coal-mines at Klost.

About fifty workmen were in the mine at the time, including the supervising Staff, and all are supposed to have been killed.

The mine caught fire at mid-day, and an explosion followed, blowing up a part of a relief train sent from Sharigh with medical aid.

The Superintendent was a European and the rest natives.

Some thirty bodies have been recovered.

THE FREIGHT SQUEEZE.

In our remarks on the sudden rise in homeward freight as the consequence of a meeting of the Conference representatives in Singapore on Wednesday, says the *S. F. Press* of 20th instant, we stated that the rise of 5/- brought the rate up to 35/-. Measurement is now, as a matter of fact, 52/6 per ton. This high rate is telling very hardly on shippers, and talk is going round of means to circumvent the Conference.

That is a matter that may safely be left to commercial men, but it might be mentioned that an arrangement for a vessel carrying a cargo of coal here and freight homeward seems feasible, a fair all-round rate being charged. We are told that the price of coal here is higher than it ought to be in consequence of tramps refusing coal to Singapore, because there is no chance of getting freight homeward.

The suddenness of the rise seems to have pressed hardest on those firms who do not combine shipping and produce business. They, of course, had no notice of the intended rise; they could not book freight to themselves in advance, and had to stand the racket of the increase.

HYMEN ON THE HIGH SEAS.

In an article on "The Romance of Nautical Marriages," the following story is published by *The Bala*—There is sometimes an element of tragedy in these "marriage marriages." Only last year a young official at Hongkong, who was unable to leave his duties to come to England for his wedding, asked his fiancée to go out to Hongkong for the ceremony. The young lady took her passage and her trousseau, and was soon speeding away to the East. But Cupid is a "wayward boy," and woman is not always constant. On the voyage one of the passengers was attracted by the girl, and, although he knew her errand, made such violent and persistent love to her, that she consented to marry him. The new, love lost no time in making his prize secure. With the assistance of a clergyman on board, who it must be said in his defence, knew nothing of the circumstances of the match, the wedding ceremony was performed; and when the impatient lover boarded the steamer at Hongkong it was to find that the bride he had expected so long was already the wife of another. An attempt was made to have the marriage, which by this time the bride bitterly repented, declared null and void, but with out success; and the bride, after writing a pathetic and penitent letter to her lost love, paid the penalty of her disloyalty by a self-inflicted death.

MR. E. W. BIRCH.

"THE RIGHT MAN IN THE RIGHT PLACE."

The *Perak Pioneer*, noting probable official movements, says—

"The following moves in high official circles are reported. Sir Frank Swettenham goes on leave in the spring of next year, being relieved by Mr. Treacher. Mr. Rodger, the Acting Resident of Perak, also goes on furlough in April next, when the popular Mr. Birch comes to Perak. We are sure we express the universal sentiment and feeling of this State when we say that in Mr. Birch we have the right man in the right place. As Secretary to the Government and Acting British Resident, Mr. Birch will long be gratefully remembered by all who had private and official dealings with him."

OFFICERS AND PASSENGERS.

It is said that when Mr. Ismay, of the White Star Line, accepted the design of the leviathan steamship *Oceanic*, he congratulated himself that at last he had realised the dream of years. Not the size of the vessel, nor its speed, pleased him most. He was primarily gratified because he had at last accomplished that complete separation between officers and passengers which he considers to be a necessity of ocean travel now-a-days. Upon the bridge deck of the *Oceanic* are the cabins and the saloon set apart for the exclusive use of the captain and officers. They are cut off from association with the passengers, and are not only expected to devote their attention to the navigation of the ship, but to take a due amount of rest when off duty. The tendency for years upon the chief Transatlantic liners has been to demarcate with increasing rigour the line dividing officers and passengers, because the new arrangement practically amounts to isolation—has never been so strictly carried out as is the case upon the new vessel. —*Times of India*.

THE SIBERIAN RAILWAY.

OFFICIAL CORRUPTION.

The *Vostochny Obyssnyy* has recently had the courage to draw the attention of the public to the pitiable condition of the workmen and navies engaged in constructing the Trans-Siberian section of the Siberian Railway. It is the old story: speculation on the part of many of the officials entrusted with providing the necessary food and convenience in the shape of sleeping accommodation. "Not only are the workmen suffering from a lack of victuals, but there is not sufficient water for their use, and to make matters worse, what there is is gradually being sold to the public at a high price."

The bread doled out to them is not thoroughly baked, and under the existing arrangements this half-baked bread must continue, since the flour given out to the bakers by the authorities is not allowed to "rise," as the latter demand that every 35 pounds of flour or meal shall produce 45 pounds of bread,

SOUTH AFRICAN HISTORY.

A USEFUL COMPENDIUM.

At the request of many of our readers, says the *London Morning Leader*, we give below a brief summary of South African history, which may be useful at the present juncture:

1652. A settlement formed at the Cape of Good Hope by the Dutch East India Company, as a "half-way house" on the route to India.

1685. A large number of families of French Protestant refugees, driven from France by the revocation of the Edict of Nantes, arrive at the Cape. (It is owing to this immigration that so many French surnames—such as Joubert, Du Plessis, Marnis, Du Toit, &c.—are to-day found among the "Boers" (i.e., farmers) of the Free State and the Transvaal.)

1795. Cape Colony temporarily taken possession of by the British. Restored to Holland at the Peace of Amiens in 1802.

1806. Cape Colony again seized by the British, the Dutch settlers, some of whom were dissatisfied with the arbitrary rule of the Dutch East India Company, making but slight resistance.

1812. As the result of an attempted rebellion against British authority five Dutch farmers are hanged, under circumstances of exceptional inhumanity, at a place called Slagters Nek. The incident has never been forgotten among the Dutch in South Africa.

1814. Great Britain confirmed, by European consent, in the possession of the Cape Colony.

1834. Many Dutch farmers in the Cape Colony practically ruined by the sudden abolition of slavery. Gradual abolition they were quite prepared to accept. The sudden abolition, coupled with the utter inadequacy of the compensation provided by the British Government, left them practically penniless.

1834. A great rising of natives in the eastern part of the Cape Colony. Hundreds of homesteads are devastated and burnt, and the settlers and their families reduced to desperate straits. Ultimately the forces of civilisation prevail, and the natives—warlike tribes closely allied to the Zulus and Matabels—are defeated.

1835. The British Government, ignoring the sufferings and sacrifices of the settlers, and misled as to the facts of the case, issue a proclamation undoing the results of the severe struggle against savagery, and replacing the native tribes on their former lands.

1836. This year is marked as the beginning of the most remarkable event in South African history, usually spoken of as "The Great Trek." A large number of Dutch farmers, finding it impossible to live under the British Government (which was then, it must be remembered, under the control of arbitrary and unsympathetic military governors), determined to quit their homes and go out into the then unknown wilderness to the north of the Orange River, the principal boundary between the Cape Colony and the territories to the northward. These families are sometimes spoken of as "The emigrant farmers," sometimes as "the emigrant Boers" (which means the same thing), sometimes only as "the voortrekkers," a Dutch word which might be translated into English as "pioneers."

1836 to 1838. Several parties of "voortrekkers" set out from the eastern districts of the Cape Colony. One of the most important is under leadership of Andries Pretorius (after whose name the town of Pretoria is named), and this party goes farthest, the day being still kept among the Dutch as a day of thanksgiving. These events lead to the founding of the Republic of Natal, the capital of which—Pietermaritzburg—is named after the two leaders. Meantime the party of "voortrekkers" under Pretorius has to struggle against the power of the Matabels chief Mosilikatze, the father of Lo Bengula, whom they finally compel to retire from what is now the Transvaal into the more northerly territories now known as Rhodesia.

1838. The independent Government of the Orange River Free State and the South African Republic are formed, the capital of the latter being at first at Potchefstroom.

1842. The British Government at Cape Town, sending an expedition round by sea, overthrow the Dutch Republic of Natal and take possession of the country, many of the original Dutch settlers retiring into the Free State and Transvaal.

1848. The British Government proclaim its authority over the Orange Free State, establishing that authority after a battle has been fought with the Dutch settlers at Boomplaas.

1852. The independence of the South African Republic is acknowledged by Great Britain in a document known as the Sand River Convention.

1854. British rule is withdrawn from the Orange Free State, the independence of which is also recognised by Great Britain.

For some 20 years both these Republics enjoy their own uneventful existence, untroubled by any external dangers. In the Transvaal, after some internal dissensions, a settled but simple form of Government is firmly established, the town of Pretoria being founded as occupying a central position.

About 1870, however, the discovery of diamonds near the Orange River, and the reports of gold discoveries in the Transvaal, bring about a reversal of British policy. The farms on which diamonds were discovered, and on which Kimberley now stands, are as British territory on behalf of native chief who it is alleged, had ceded his claim to the British Government. Ultimately the Free State Government is, under protest, ousted from the diamond fields, receiving from the British Government the sum of £90,000 as compensation.

1872. Mr. T. F. Burgers elected President of the Transvaal.

1874. The second Beaconsfield Ministry comes into office, Lord Carnarvon being Secretary of State for the Colonies.

1875. Lord Carnarvon formulates a scheme for South African confederation, which is to include, if possible, the two Republics.

1876. A policy of irritation and fault-finding commenced against the Transvaal by Lord Carnarvon, the Transvaal being accused on one hand of being in danger of being wiped out by native tribes.

1877. The annexation of the Transvaal declared at Pretoria by Sir Theophilus Shepstone, President Burgers containing himself with a verbal protest.

1877. A deputation of Transvaal burghers, including Mr. Kruger, visit England to protest against the annexation. They are told it is irrevocable.

1878. A second deputation sent to England, including Mr. Kruger and Mr. P. J. Joubert. They receive the same answer.

1879. The Zulu war commences, at the instance of Sir Bartle Frere, then High Commissioner at the Cape. The official theory of the war was that the Zulus were supposed to be threatening the Transvaal, and that if the Zulus were subdued the Boers of the Transvaal would gratefully acquiesce in the British annexation. The Zulus, after having utterly annihilated a large portion of the British force at Isandhlwana (22 Jan.), are finally defeated in July at Ulundi.

1880. Mr. Gladstone comes into office. Misled by official representations from South Africa, he considers the annexation of the Transvaal irrevocable.

1880. December.—An attempt by the British Administration in the Transvaal to levy taxes leads to open revolt by the Boers. A detachment of a British regiment marching to Pretoria, is intercepted by a Boer force at Bronkhorstspuit, and after a short action compelled to surrender. (This is sometimes spoken of as a "massacre." Sir Evelyn Wood has always declared that it was "a fair fight.")

1881. Sir George Collyer tries to force the Boer position at Laing's Nek, but is repulsed and cut off from his line of communications. A few days later, in endeavouring to restore those communications, he is again defeated at Ingogo. Efforts made, both in England and South Africa, to bring about a suspension of hostilities are partially successful. On the 27th February, 1881, however, Sir George Collyer, having seized Majuba Hill with a small force, is a third time defeated, losing his life in the action.

1881. (23rd March).—Terms of peace agreed to. Mr. Gladstone declaring that he could not commit the country to "bloodguiltiness." These terms of peace are confirmed by the Pretoria Convention, dated 3rd August, restoring independence with considerable limitations. The Boers, through their National Assembly (Volksraad), accept the limitations under protest, and with a promise from the British Government that if the Convention is found to work badly it shall be revised.

1884. London Convention signed, superseding Pretoria Convention, and abolishing all limitations on Transvaal independence except that of the Queen to veto foreign treaties concluded by the Transvaal which might seem opposed to British interests.

1887. All South Africa prosperous and contented, the bitterness created by the war of 1881 forgotten, and everything making for a political union of the South African States and Colonies.

1887. The value of the goldfields at Witwatersrand, first discovered in 1886, becoming more and more apparent.

1888. Amalgamation of the Kimberley diamond mines effected by Mr. Rhodes, with the financial assistance of the Rothschilds.

1889. Messrs. Rhodes and Beit, having become South African millionaires through the Kimberley amalgamation, obtain from the British Government the grant of a charter to the British South Africa Company, with two dukes and a prospective earl as its directors.

1890. Mr. Rhodes, with the support of the Dutchy in the Cape Colony (generally spoken of as the "Afrikaner Bond" party), becomes Premier in Cape Town.

1890. The Transvaal Government, with the view of assisting the gold industry, proposes and carries important reforms, including the construction of railways, the improvement of the mining laws, and means for the gradual admission of the newcomers to a share in the Government of the Republic.

1890. Mr. Rhodes, acting through the High Commissioner, tries to draw the Transvaal into a quarrel with the Imperial Government with regard to Swaziland. Mr. Hofmeyr, the leader of the Cape Dutch party, intervenes, and the difficulties are got over.

1891. Mr. Rhodes again tries to involve the Transvaal in a quarrel with England over the alleged intention of Dutch farmers from various parts of South Africa to migrate into the Chartered Company's territory. Mr. Kruger stops the movement by a proclamation.

1894. Mr. Rhodes desiring to secure a monopoly of Johannesburg trade for the ports and railways of the Cape Colony, again raises friction with the Transvaal Government, which aims at securing alternative railway routes from Natal and Delagoa Bay.

1895. Lord Ripon retires from the Colonial Office and is succeeded by Mr. Chamberlain.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. The Company's Steamship

"THALES." Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 31st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 30th October, 1899. [1359a]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, via MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. The Steamship

"BORNIDA." Captain G. Delany, will be despatched as above TO-MORROW, the 31st instant, at Noon.

At Bombay, the Steamers are discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 30th October, 1899. [1357a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"ORESTES." Captain Palford, will be despatched TO-MORROW, the 31st October, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1221a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. The Company's Steamship

"KWEIYANG." Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th October, 1899. [1346a]

"BEN" LINE OF STEAMERS. FOR LONDON, VIA SUEZ CANAL. The Steamship

"BENLEDI." Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th October, 1899. [1353a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"HECTOR." Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th October, 1899. [1283a]

SHAW, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. The Steamship

"MOYUNE." Captain Conrad, will be despatched for the above Port on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 23rd October, 1899. [1338a]

"GLEN" LINE OF STEAMSHIPS. FOR LONDON, VIA SUEZ CANAL. The Steamship

"GLENSHIEL." Captain will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 27th October, 1899. [1355a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"MACHAON." Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd October, 1899. [1333a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. The Company's Steamship

"THALES." Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 31st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 30th October, 1899. [1359a]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, via MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. The Steamship

"BORNIDA." Captain G. Delany, will be despatched as above TO-MORROW, the 31st instant, at Noon.

At Bombay, the Steamers are discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 30th October, 1899. [1357a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"ORESTES." Captain Palford, will be despatched TO-MORROW, the 31st October, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1221a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. The Company's Steamship

"KWEIYANG." Captain Outerbridge, will be despatched as above on SATURDAY, the

